

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4626

晚二十月七月十三日光

MONDAY, AUGUST 22, 1904.

一年

號二十一月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO, KOBE, LONDON, NEW YORK,
NAGASAKI, LYONS, SAN FRANCISCO, HONOLULU,
HOMBOY, PEKING, TIENTSIN, NEWCHWANG.

THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "
" 3 " 3 " TARO HODSUMI, Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$ 7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. Hon. R. Shawan.
Hon. W. J. Gresson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. M. BEVIS.

London Bankers—London and County
Banking Company, Limited.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 5 per cent. per annum.
For 12 months, 6 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXEL DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Creasy Ewens, Esq. Kwan Fong Kuk, Esq.
J. Focke, Esq. G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 2nd August, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

Berlin BRANCHES: Calcutta Hankow
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [25]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Scott, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimoseko, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchintan, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Horio, Ichinura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tanakubo, Yoshinobu, Yoshi, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

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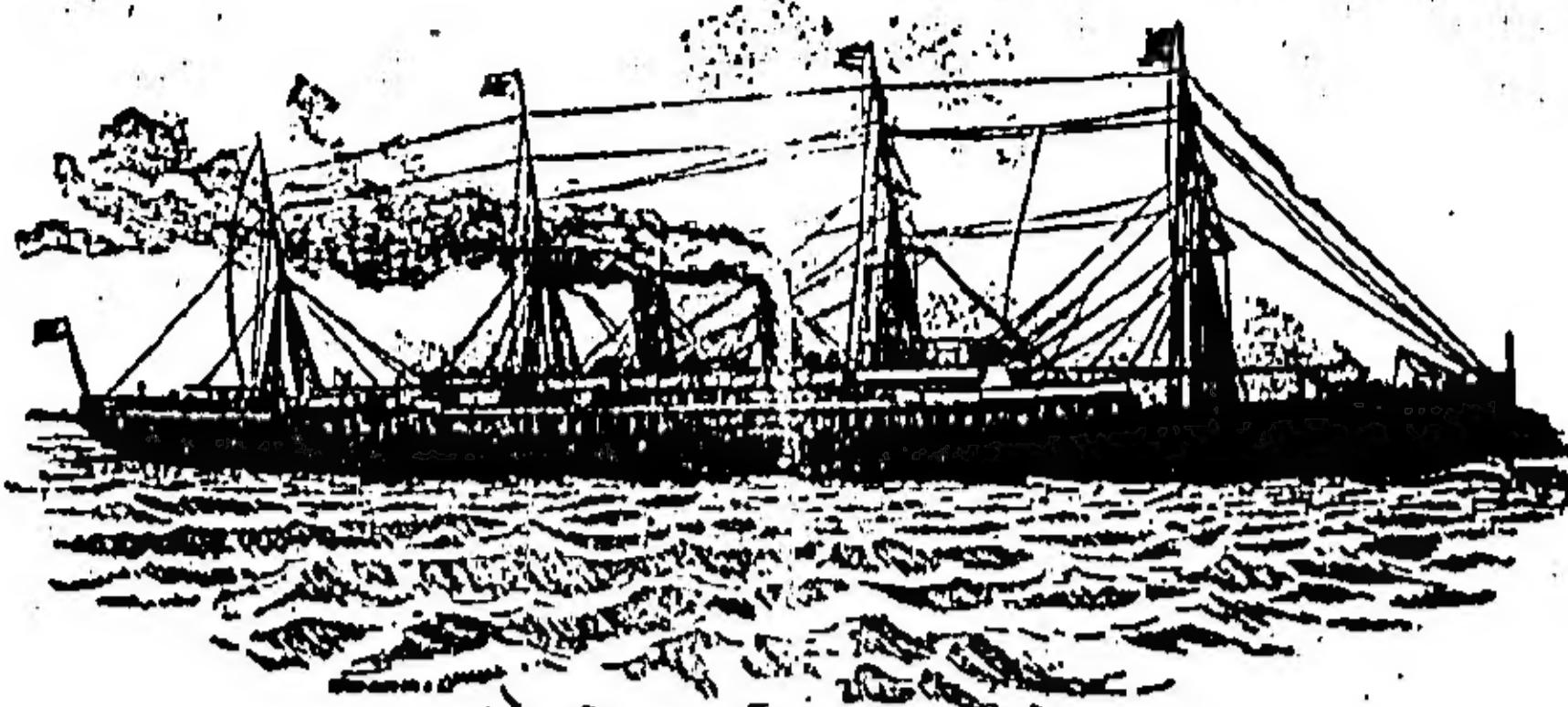
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Advertiser.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons	WEDNESDAY, 24th August, at Daylight.
"MONGOLIA"	13,639	SATURDAY, 3rd September, Noon.
"CHINA"	5,060	THURSDAY, 15th September, at Noon.
"DOBIC"	4,784	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	SATURDAY, 8th October, at Noon.
"KOREA"	11,276	TUESDAY, 1st November, at Noon.
"COPTIC"	4,352	"
"AMERICA MARU"	6,300	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 24th August, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Asiatic and Island Cities of the United States, via Overland Railway, to Havana, 10 days, and generally, add to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

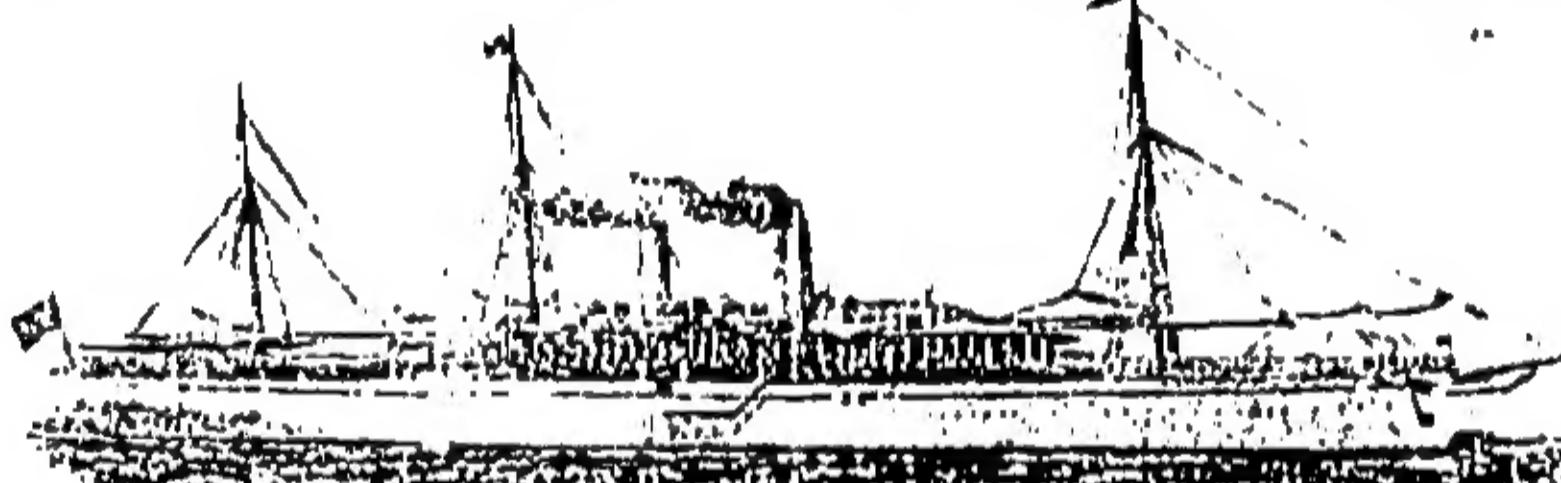
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 20th August, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 5 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

K.M.S. "EMPERESS OF INDIA" ... 6,000 Tons WEDNESDAY, 24th August.

"EMPERESS OF JAPAN" ... 6,000 Tons WEDNESDAY, 21st September.

"ATHENIAN" ... 4,400 Tons WEDNESDAY, 12th October.

"EMPERESS OF CHINA" ... 6,000 Tons WEDNESDAY, 19th October.

"TARTAR" ... 4,425 Tons WEDNESDAY, 2nd November.

"EMPERESS OF INDIA" ... 6,000 Tons WEDNESDAY, 16th November.

Hongkong to London, 1st Class, via St. Lawrence £60. Vid New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £42.

THE magnificient Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Hongkong, 10th August, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHE FRACHTDAMPFER DIENST.

(Taking cargo at through routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SPEZIA } HAVER and HAMBURG. 30th August. Freight.

(ex BAMBERG) } (Calling at S'PORE, PENANG & COLOMBO). Miltzaff.

ANDALUSIA } HAVER and HAMBURG. 11th Sept. Freight.

Filter } (Calling at S'PORE, PENANG & COLOMBO).

SCANDIA } HAVER and HAMBURG. 20th Sept. Freight.

(ex KONIGSBERG) } (Calling at S'PORE, PENANG & COLOMBO). Behren.

SUEVIA } HAVER and HAMBURG. 18th October. Freight.

BRISGAVIA } HAVER and HAMBURG. 1st Nov. Freight.

Schulte } (Calling at S'PORE, PENANG & COLOMBO).

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 20th August, 1904.

GO TO THE

KOWLOON HOTEL,
KOWLOON, J. W. OSBORNE,
Proprietor and Manager.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain R. D. Thomas.
"POWAN,"	2,338	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260	W. A. Valentine.
"HANKOW,"	3,073	B. Branch.
"KINSHAN,"	2,360	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons,	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	583 tons,	Captain J. Willow.
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One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

JAVA-CHINA-JAPAN LIJN
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ..	JAVA PORTS	Second half of JAPAN VIA SHANGHAI August		First half of September
TJILATJAP ..	JAPAN	Second half of JAPAN August	JAVA PORTS	Second half of August
TJIMAH ..	JAPAN	First half September	JAVA PORTS	First half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 12th August, 1904.

[14]



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF.

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

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NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY FROM SEAT-

TLE, as hitherto

Auctions.**PUBLIC AUCTION.**

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, ON WEDNESDAY, the 24th August, 1904, commencing at 2.30 P.M., in his SALES ROOMS, DUDDELL STREET, A COLLECTION of JAPANESE CURIOS and SILVERWARE, Comprising—

FINE OLD SATSUMA JAR, very fine IMARI PLATES; IMARI PORCELAIN, OLD NETSKIS, INLAID SWORD GUARDS.

FINELY CARVED CABINETS (Red lacquer and Gold inlaid), LACQUERED PANELS, RED LACQUERED STANDS and BOXES, SILK EMBROIDERED SCREENS, BROCADE PURSES, &c., &c.

AND A Few Specimens of JAPANESE SILVERWARE.

On view from TUESDAY, the 23rd August. Catalogues will be issued.

TERMS.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 19th August, 1904. [93]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY,

the 24th August, 1904, at 3 P.M.,

at their SALES ROOMS, No. 8, Des Vaux Road, (Corner of Ice House Street).

THE British Screw Steamer "HOICHHING."

Built in London in 1879, Length over all 175 feet, Breadth 26 feet, Depth 14 feet, Gross Tonnage 500, H.P. nominal 200, Cylinder 28 in. by 48 in., Stroke 22 in., Revolution of Engines per minute 80, Working Pressure 60 lbs., 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400 Passengers.

TERMS.—As usual.

For Further Particulars, apply to—

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th August, 1904. [910]

INSURANCE.**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [52]

Intimations.**GREEN ISLAND CEMENT COMPANY, LIMITED.****PORTLAND CEMENT.**

In Casks of 375 lbs. net \$5 per Cask ex Factory.

In Bags of 250 lbs. net \$8 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1904. [783]

EXCURSION TO MACAO.

THE Splendid Steamer "YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

" Return " \$3.00, " \$5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., Ltd.

Hongkong, 8th August, 1904. [919]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOIL AGENTS FOR

HARTMANN'S HAITJEN'S GENUINE COMPOSITION RED HAND BAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM

and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES

Hongkong, 15th December, 1903. [804]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

4, QUEEN'S ROAD,

Watson's Building.

Intimations.**HONGKONG HOTEL COMPANY, LIMITED.****NOTICE.**

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 17th August, 1904. [941]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO. LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,

EDWARD OSBORNE,
Secretary.

[933]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & CO., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong, from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [754]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of ONE POUND AND TEN SHILLINGS STERLING PER SHARE of \$125 is Payable on and after MONDAY, the 22nd day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [957]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 9th August, 1904. [922]

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of Book-keeping and Typewriting. First-class testimonials.

Apply to—

"W."

C/o Hongkong Telegraph.

Hongkong, 6th August, 1904. [914]

WANTED.

A SECRETARY for THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS,
Secretary.

Hongkong, 17th August, 1904. [937]

WANTED.

R. LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

4, QUEEN'S ROAD,

Watson's Building.

Intimations.**IN PORT ARTHUR HOLDS OUT.**

Russian ideas of Port Arthur's impregnable character are fantastic, in the light of much London press comment. English papers, it is almost, imply that the Japanese are kept out of the citadel by their own self-restraint.

The London News handed the place over to General Oku weeks ago. Even the Paris Gaulois, profoundly convinced that Kuropatkin is one of the few great captains since Napoleon meditated surrender. St. Petersburg must contrive to send relief within a brief period or Port Arthur must fall, it solemnly admits.

"Every besieged place is a captured place," we read. "It is merely an affair of time unless relief be sent." Relief from the land side is "very doubtful," because Kuropatkin has no troops to spare. As for relief by sea, that can come only from Europe, and it is to be hoped that it will have time to arrive, thanks to the energy of the garrison." But the black cloud has a silver streak, for the Japanese will not try to capture the place by assault. "It is too formidable, too well equipped with rapid-fire batteries. Not a single regiment would reach the walls." Yielding to none in its admiration of Russian military capacity, the Journal des Débats (Paris) is far more hopeful. It assumes that Port Arthur can hold out "the indispensable minimum of time for the Manchurian army to go to its relief without risking anything," and adds:

"Whatever hopes the Japanese may base upon a sudden attack, we have a right to expect that they will find some one on hand to deal with them. The splendid and intelligent defence of the advanced position of Kinchau, which seems to have cooled their spirit of enterprise somewhat, is an excellent augury. After the first line of defence the Japanese will have to capture a second, and a glance at the map leads to the inference that they will next have to rush a third before giving the signal for an onslaught upon the citadel itself, which, in any event, promises to be terribly sanguinary."

But there can be no relief for Port Arthur from the land side, says the London Speaker, whose military expert has followed the war with great care and accuracy. And if Port Arthur can hold out, adds the English weekly, the following consequences will result:

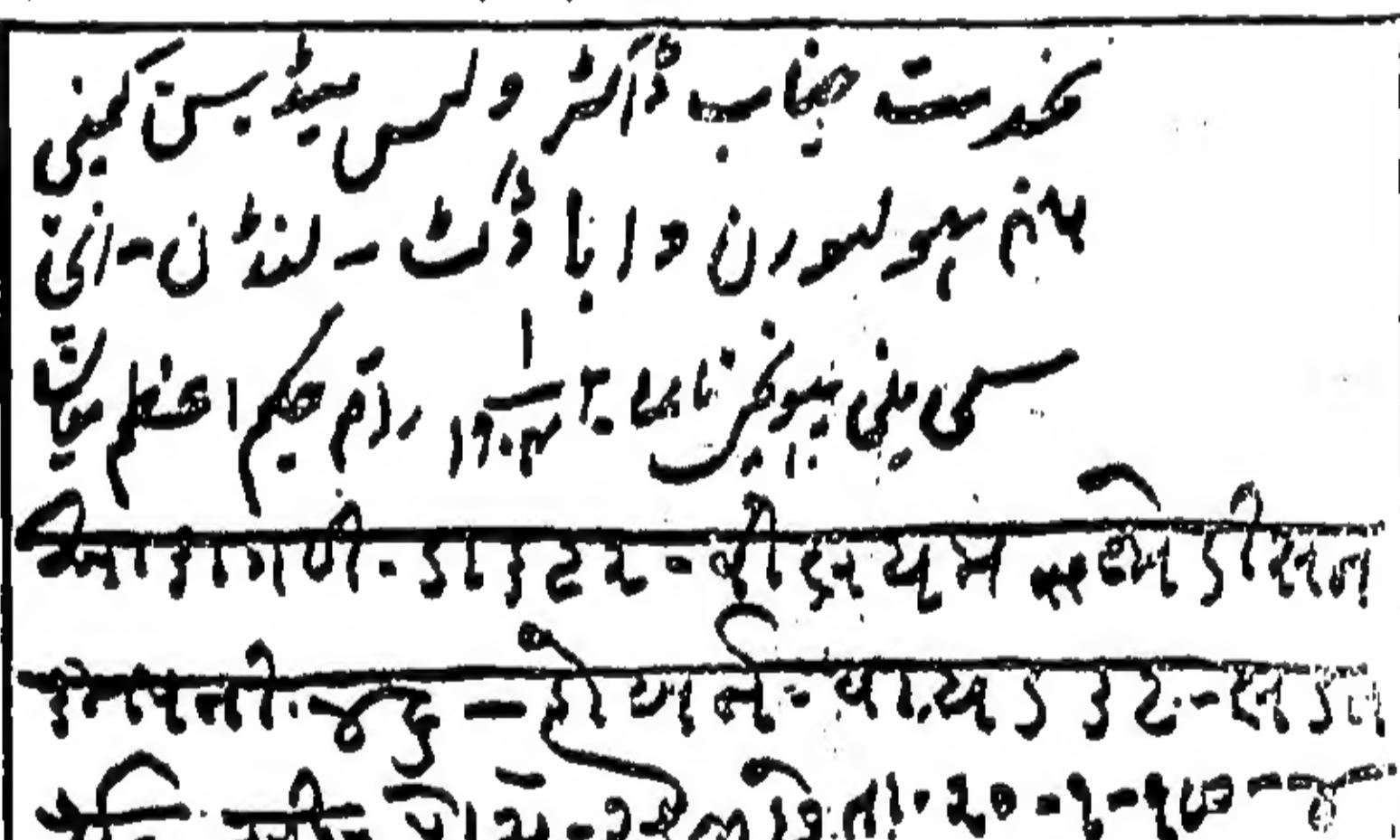
"1. A large and increasing proportion of Japanese troops will be immobilized by the fortress: increasing, because a siege has to be fed copiously with new men during the whole of its progress.

"2. With every passing week the Japanese prestige will suffer: the moral value of their forces will fall.

A POST OFFICE CURIOSITY.**MYSTERIOUS LETTER SAFELY DELIVERED.**

An envelope bearing the following address (?) was recently received in London from India, and delivered to the addressee as early as it was due. In spite of the address being exclusively in these Oriental languages, the Post Office had no difficulty in deciphering it—a great tribute to the G.P.O. To have delivered it at all was a great feat; but to deliver it without the loss of a single hour is a marvellous achievement.

The address is written in two languages. The upper part (which reads backwards, i.e., from



Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT
TO
HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMERS.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER.

MANUFACTURERS.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 16th August, 1904

[35]

TELEPHONE NO. 46.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4th EDITION.

ESTABLISHED A.D. 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.
FURNITURE
DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PARISIENS MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telephone Address: Telephone—No. 358.
MARINERWORK."

Hongkong, 3rd May, 1904.

[58]

NOTES

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 17th August, at Shanghai, the wife of ARTHUR EVELIGH, of a son.

DEATHS.

On 14th August, at Shanghai, CHARLES SEMPLE WHITELAW, son of Capt. and Mrs. J. Whitelaw, aged 13 months.

On 9th August, at Shimonoseki, Japan, JAMES JOLLY, Chief Engineer s.s. Glenford, aged 46 years.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 22, 1904.

THE "OCEAN" INCIDENT.

Our excuse for again reverting to the item of news first published in our columns at the beginning of the month regarding a telegram from our Weihaiwei correspondent announcing that H.M.S. Ocean had been followed by a cruiser who refused to hoist her colours when challenged, is the receipt of definite information, from our naval correspondent with the China squadron, corroborating the report and giving a more detailed explanation of the incident. It will be remembered that on the 3d August our resident Weihaiwei correspondent wired as follows: "H.M.S. Ocean arrived here yesterday and reports having been followed by a large cruiser; when requested, she refused to show her colours till quite close. The Ocean then cleared for action whereupon the cruiser flew the German flag." We pointed out that the idea that the pursuing cruiser was other than a German, could be dispelled at once, and remarked that, although the incident was unfortunate, further information would doubtless disclose details of a satisfactory nature. The day following, the Chefoo representative of the *Ostasiatische Lloyd* appears to have heard a rumour concerning the affair and, in reply, no doubt, to a cable sent from Shanghai, wired back that the telegram regarding the Ocean was "simply nonsense." With a view to placing before our readers the exact position of affairs we communicated with our naval correspondent, at Weihaiwei, and asked him to supply us with details of the occurrence. His reply came to hand this morning and is to the following effect: H.M.S. Ocean and a British destroyer were five days out and steaming north with news regarding the relations of Great Britain and Germany, when the second-class cruiser *Hertha* was observed to suddenly emerge from a fog bank under the land, and was seen to be half cleared for action. By the quantity of smoke issuing out of her funnels, hitherto quiescent it was concluded she had lit up more boilers and was apparently chasing the destroyer. As she made no signals when requested the Ocean cleared for action, and signalled, "Why am I chased?" and receiving no answer to this swing round and showed her broadside. The German cruiser then sheered off and offered no explanation. It is to be noted, says our correspondent, that the Ocean altering her course slightly the *Hertha* followed; hence the suggestion of being chased. Our Weihaiwei telegram was treated, in the absence of corroborative report, in certain quarters, as a mere "story." It must, however, be seen that from the statement we are now furnished with by our correspondent with the British fleet in Northern waters, that our original report is borne out in point of substance as well as in all its details.

LOCAL AND GENERAL.

DESERTIONS from Port Arthur are said to be very frequent.

The German mail of the 21st July was delivered in London on the 20th inst.

THE maximum temperature at Kobe on the 8th was almost 99°, the highest recorded in 28 years.

THE Russians are still enlisting Chinese as soldiers and railway guards, paying them \$12 a month.

THE *Japan Times* estimates the Russian losses, to date, in killed, wounded, missing, and sick, at 50,000.

RUSSIAN refugees who have arrived at Tientsin report that the garrison at Port Arthur is living on horseflesh.

THE account of the *Retshitelni* incident, in the *Chefoo Daily News*, is very much against the Japanese.

SIR Robert Hart issued a notification that the export duty on tea will be 5 per cent ad valorem.—*Universal Gazette*.

The military administration at Yingkou (New-chwang), under the inspection of Major-General Fukushima, is working effectively.

H.M.S. *Terrible* left yesterday, with the relief for Weihaiwei.

ACCORDING to the *Ch-fu Daily News* the *Aksold* and *Grosoroi* tried to get into Tsingtao, but were kept off by the Japanese, and were obliged to come on to Shanghai.

H.M.S. *Taku* is now in the Kowloon and Whampoa Dock, undergoing her periodical overhaul, when she will receive a new coat of paint, and then return to her station.

H.M.S. *Strius* arrived yesterday from the South. She went down to Singapore to convey time-expired men to H.M.S. *Tabot* going home and after remaining there a little time returned to duty here.

THE *Chin Times* says that great conjoint preparations were being made by Generals Oku and Kuroki to attack Kuroptakin's main position at Liayang this week. The Japanese base has been moved to Wucheng.

In connection with the Shield Competition an exciting game of water polo was to be played this evening between teams representing the Sherwood Foresters and the Garrison Artillery respectively, at the V. R. C. enclosure.

M.R. J. H. Kemp, second Police Magistrate, was sworn in at 10 o'clock this morning, as Deputy Registrar of the Supreme Court, but he will continue to act in his present appointment until the return from furlough of Mr. Hazelton, in November next.

THE Korean Emperor and the Crown Prince have contributed the sum of Y100,000 toward the relief fund for the assistance of the families of Japanese soldiers at the front. Prince El and Princess Gun have contributed Y5,000 toward the same fund. The money was handed over to the Japanese Minister at Seoul on the 7th inst.—*Mainichi*.

THE Chief Justice (Sir William Meigh Goodman) and the Justice Judge (Mr. T. Fercombe Smith) will deliver judgment on Wednesday morning, in an interesting local land case in which certain Chinese wished to have determined the respective rights of themselves and the defendants in regard to a certain portion of the Praya Reclamation. It is an appeal from a former judgment of the Chief Justice.

TRULY there is a providence that looks after the life of the Chinese coolie. This was well exemplified yesterday, when a coolie was working on the tram-line at the *Vieux* Road, West, laying concrete on the road—way between the lines. Notwithstanding that the bell of an approaching car was kept continuously ringing, the coolie paid no attention but went stolidly on with his work, until the car was almost upon him when he suddenly rose in front of the car and was knocked down, but in such a way as to fall clear of the lines. Thus he miraculously escaped without any broken bones, but was very seriously bruised and shaken, though when picked up by an inspector of police, he could not be made to understand that it was all his own fault. He was removed to hospital where his hurts were attended to, but it was not considered necessary to detain him.

SOME two weeks ago we called attention to the nuisance which is maintained along the Praya Central and West, by coolies carrying powdered lime in open and uncovered baskets. This morning a case occurred which justifies the very strongest remarks on this subject. A string of rickshas in which were two European ladies and a little girl, all dressed in deepest mourning, was proceeding along Des Vieux Road, from west to east, when the axle-box of the front ricksha collided with a basket hanging from a coolie's carrying pole, with the result that a cloud of powdered lime rose, and completely enveloped the occupants of the second and third vehicles. There is an Ordnance providing for the manner in which such goods shall be carried. Why is it, then, not enforced? A man carrying dynamite is never overlooked, however carefully he may be carrying it, and is severely punished, and the dangerous article confiscated.

SPECULATION is rife among the Police Force as to when, if ever, the accommodation for the constables is to be improved and made fit for Europeans' occupation. At present it is no whit better than that provided for the Indian and Chinese constables; the canteen is a mere cupboard, while as to any recreation rooms for their hours off duty they are conspicuous by their absence. Nor is it only of the quarters that complaints are reasonably made. The Court-rooms are so small and dirty at the Magistracy as to be a disgrace to the Colony. There is no room whatever for the people interested in cases to be heard, either as parties or witnesses, and the unpleasing sight is frequently seen of delicate ladies being compelled to either walk up and down the small crowded verandas outside the Courts, hustled and jostled by dirty evil-smelling natives, or to sit in the Court room and hear unsavoury details of cases unfit for refined ears. If a man is arrested, or even the pettiest charge, some half dozen of his friends crowd up to the Court, for no other reason than pure curiosity, and thus help to swell the unnecessary crowd of cigarette-smoking, expectorating and jabbering natives. There is a notice on the gate at the entrance to the Court rooms, stating that there is no thoroughfare except for Court officials, and those having business there-in, but nobody is ever refused admittance, and thus the Courts are crowded, the verandas are crowded, and the passage ways are crowded with a very undesirable mob of the lowest type of coolies.

There is, moreover, no accommodation for members of the press who frequently have to stand about, and attend to their business as best they can, while other loafers usurp seats never provided or intended for them. A little attention on the part of the authorities to these points cannot but be of advantage to the Magistracy, those having business in the Courts, the police, and the interested public alike. As it is, the whole surrounding of the Central Station and Magistracy are disgraceful.

THE *Japan Times* estimates the Russian losses, to date, in killed, wounded, missing, and sick, at 50,000.

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The military administration at Yingkou (New-chwang), under the inspection of Major-General Fukushima, is working effectively.

It is stated that the *Calculus* was warned in time by the *Lya*, and is making her way slowly to Hongkong.

ANOTHER coolie was placed before Mr. Gomperz this morning for placing stones on the line of the electric tram cars yesterday. He said he "wanted to see what would happen." What "happened" was a severe rebuke from His Worship, accompanied by a fine of \$50 or six months' hard labour, and six hours in the stocks.

H.M.S. "HUMBER"

WITH RUSSIAN REFUGEES

ARRIVES IN THIS COLONY.

H.M.S. *Humber*, supply ship to H.M.'s squadron on the China station, arrived in the harbour at 10 a.m. to-day, bringing the four officers and 61 men of the Russian destroyer, *Boungace*, which was chased by the Japanese on the 11th inst. and so badly damaged that she had to beach in Yungching Bay, and whose officers sought an asylum on the *Humber*. These men were transferred this morning to H.M.S. *Tamar*, relief ship for the China station, where they now repose in a state of *dolor pro mente*, and enforced inactivity, and where they will remain pending the decision of the Home authorities as to their ultimate destination. The term "surrendered Russians" has been used in connection with these men, but that is, of course, incorrect. There was no surrender, but when the destroyer *Boungace* was beached they sought, and obtained, sanctuary on the *Humber*, which, of course, could not turn them over to either belligerent, and which was accordingly ordered to convey them to Hongkong. On the voyage down the men sustained an attitude of reserve and reticence, having nothing to say to the officers or men. They gave no trouble, and only expressed gratitude at their kind treatment by the Britishers. The *Humber* left Weihaiwei on the 14th inst., and later had to put into the Yangtze for 36 hours to get out of the way of the typhoon. She passed H.M.S. *Terrible* bound north on Sunday, and H.M.S. *Rosario* going into Swallow. H.M.S. *Humber* leaves for the north again on Saturday next.

(From Our Naval Correspondent.)

Weihaiwei, August 12th.

A Russian officer came aboard the flagship to-day and reported that he and his men had walked forty miles along the coast from their destroyer which had run ashore while being chased by three Japanese destroyers off Shantung, and had then been blown up by themselves. He said he had afterwards fallen in with a shooting party from H.M.S. *Albion*, who guided them to Weihaiwei. They have been sent aboard the *Humber* for shipment to Hongkong.

FURTHER DETAILS.

Two Russian torpedo boat destroyers are ashore near Weihaiwei, and over 60 of their crew were saved by the British warships and are to be sent to Hongkong.

A Weihaiwei telegram says that a Russian torpedo boat went ashore between Shantung Promontory and Yungching Bay and was then blown up and all the crew came to Weihaiwei. The commander of the Russian destroyer came to Weihaiwei by sampan and asked the British fleet for succour and the British admiral sent a small ship which brought back four officers and 60 petty officers and men. It was about midnight of the 12th August. To-day a British vessel is going to take them to Hongkong. The commander of the Russian warship was pursued by the Japanese, but he had no casualties on board.

The position where the destroyer went ashore is between Shantung Promontory and Weihaiwei, or some say it is one mile from Shantung Promontory, others say it is 20 miles from Weihaiwei. The commander went ashore and then asked for rescue from the British Fleet.

The Russian destroyer which was destroyed near Shantung Promontory is the *Bruno*. Though it was at first reported that two destroyers were destroyed, this was incorrect. The mistake was caused in the following way. A British steamer passed the wreck when a British destroyer was there rescuing the men and the steamer thought both of them were Russians.

This afternoon (14th) the *Humber* left Weihaiwei for Hongkong with the Russian crew of the destroyer *Bruno* on board.

Rear Admiral Matuszewich of the *Tsarewitch* died after being at the hospital.—*Universal Gazette*.

H.M.S. "LEVIATHAN"

NEARLY READY FOR SEA.

H.M.S. *Leviathan* will not occupy her berth in the Kowloon Docks for more than another two or three days. The repairs on her bottom are now practically completed; all the damaged plates have been re-rolled and replaced in position and the riveting of them is nearly finished, after which all that remains to be done is the usual testing of the new rivets and the necessary painting of the hull. All the internal small repairs have been done much more expeditiously than the dock authorities at first anticipated, and it will barely be four weeks from her entry to the time of her discharge.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:

On the 22nd at 10 a.m. The barometer has fallen in Formosa and in the neighbourhood of the Formosa Channel and risen very slightly elsewhere.

The depression referred to yesterday is caused by a typhoon at present situated near the eastern end of the Halingtang Channel and moving towards the W.N.W.

TELEGRAMS.

(Relates to)
The Seizure of the "Retschitsely."

LONDON, 19th August.
The Morning Post states that Japan's answer to Russia's protest re the seizure of the "Retschitsely" was yesterday communicated to Great Britain and the United States. Japan refuses to surrender the destroyer and justifies the seizure, declaring that the ship had re-coaled in readiness to escape. The answer recapitulates Russia's violations of China's neutrality, including the wireless telegraphy at Chefoo.

LATER.

The Baltic Fleet.

The Baltic squadron, composed of eleven ships, left Libau on the 15th instant, accompanied by several colliers and two floating docks for repairs at sea. Admiral Rozhestvensky, in command, starts on the 3rd prox.

Military experts in Germany take an extremely pessimistic view of General Kropotkin's prospects; which views are shared by the army organ, *Militär-Wochenblatt*.

20th August.

It is stated, in competent quarters in St. Petersburg, that the Baltic squadron cannot leave for the Pacific before the 28th September, the recent departure from Libau must have been for trials. It is now even doubted whether the squadron will sail at all for the Far East.

Russian Cruisers.

The Daily Mail's correspondent at Las Palmas wires that the German collier *Valencia* has left for Cape Juby, to coal a Russian cruiser.

The "America" Cup.

The papers publish an interview with Sir Thomas Lipton implying that a fourth challenge for the America Cup will be despatched.

THE V. R. C.

INTERESTING SWIMMING FETE.

Favoured by brilliant weather, the aquatics promoted by the committee of the Victoria Recreation Club on Saturday afternoon, proved most enjoyable, and the various items were keenly followed and appreciated by the large and distinguished gathering assembled. The general arrangements were efficiently carried out by Messrs Meek, Lance and Austen (handicappers), Caldwell and Meek (starters), Chapman and Mitchell (judges), and E. M. Hazlewood (timekeeper), whilst Mr. Harold C. Austen deserves every praise for his assiduity in looking after the guests. The prizes which were distributed at the close by Mrs. G. A. Caldwell, were exceptionally interesting and did much to engender that wholesome spirit of competition and rivalry without which no sporting events are interesting. The results were as follows:—

TWO LENGTHS.

4 p.m.—A handicap. Two prizes. Only firsts of heats to swim in final.

Heat 1.

Heat 2.

F. Ellis "Go" J. E. Ellis "Go"
A. Loureiro owes 5 s. W. G. Goggin owes 5 s.
E. Humphreys 9 s. J. W. Bains 7 s.
H. A. Lammert 10 s. C. Humphreys 11 s.
R. C. Witchell 15 s. N. H. Alves 15 s.

Heat 3.

Heat 4.

F. Long owes 2 s. M. D. Silas "Go"
F. M. Remedios 5 s. F. P. Musso owes 5 s.
E. Lammert 5 s. A. C. F. Ozorio 6 s.
A. J. V. Ribeiro 9 s. A. V. Barros 8 s.
R. Lapsley 15 s. J. Witchell 14 s.

The winners of the various heats were F.

Ellis, G. Humphreys, P. M. Remedios, and F. Musso and A. V. Barros dead-heaters.

In the final A. V. Barros covered the course just ahead of P. M. Remedios in 40 seconds; good time. The others gave up.

DIVING FOR PLATES.

Two prizes. Entrants: R. C. Witchell, J. E. Ellis, F. M. Roza Pereira, E. Humphreys, J. Witchell, J. H. R. Hance, N. H. Alves, A. J. V. Ribeiro, A. Loureiro, O. F. Ozorio, W. T. Andrews, and C. J. Cooke.

This was an interesting and amusing event, as all the entrants were in good form. C. J. Cooke was declared the winner with F. M. Roza Pereira the runner up.

HURDLE RACE.

Two Lengths. Competitors to go over four floating poles each way. Two prizes. The starters were:—

"Go."

L. E. Lammert owes 5 secs.
J. W. Bains 7 s.
J. H. R. Hance 8 s.
A. J. V. Ribeiro 9 s.
E. Humphreys 9 s.
R. C. Witchell 15 s.
N. H. Alves 15 s.

This was also good fun L. E. Lammert winning with F. Ellis second. If Bains had not allowed his jaw to collide with the last hurdle he would undoubtedly have secured the second prize.

Time, 5½ seconds.

BOYS' RACE.

Boys nine to 14 years. A 2-length handicap. Sons and brothers of members only. Two prizes. The starters were:—

"Go."

Albert Ellis owes 5 secs.
Arthur Ellis 12 s.
William Muskett 14 s.
George Witchell 14 s.

Arthur Ellis got home first, young Muskett notwithstanding his size having to concede too much time. The two lengths were covered in 6½ seconds.

TEAM RACE.

Four teams; C. J. Cooke (Capt.) R. C. Witchell (Capt.)
R. Lapsley C. Humphreys
W. G. Goggin J. M. Roza Pereira
F. M. Roza Pereira O. R. Chumpert
W. T. Andrews C. F. Ozorio
G. B. Mac'onald H. C. Austen
F. Ellis J. E. Ellis
J. Witchell (Capt.) N. H. Alves (Capt.)
A. V. Barros A. J. V. Ribeiro
H. N. Lammert A. Loureiro
J. A. S. Alves C. M. S. Alves
J. M. Britto F. P. Long
F. P. Musso E. Humphreys
L. E. Lammert P. M. dos Remedios
N. H. Alves team was first; with J. Witchell's team second.

WATER POLO.

White v. Blue. The teams were— R. C. Witchell (Capt.) J. Witchell (Capt.) C. Humphreys C. J. Cooke A. Loureiro A. V. Barros A. J. V. Ribeiro H. A. Lammert J. M. Roza Pereira J. H. R. Hance E. Humphreys C. M. S. Alves F. M. Roza Pereira (goal) L. E. Lammert (goal).

This concluding item was of a particularly interesting character and many indeed were the "flutes" in connection therewith. The "Blues" started strong favourites and justified their selection by winning by two goals to one. It was not however so much of a walkover as the majority of those present predicted, for Pereira in goal showed himself to be a custodian of no mean order, and frequently stroked applause by his clever saves.

BRITISH DESTROYER.

UNDER RUSSIAN FIRE.

(From Our Naval Correspondent.)

WEIHAIWEI, August 12th.

The rumour, which has been circulated here, to the effect that the British torp. do-boats destroyer *Whiting* was fired on by the Russians has been confirmed.

She was not hit, as reported; in fact, none of the shots fell very close to her.

[This is the first we have heard of the occurrence, and although inquiries have been made from those most likely to have any news of the affair, we have been unable to secure any corroboration whatever. We might add that our correspondent, who is with the fleet, has exceptional facilities for obtaining information, and we have no reason whatever for doubting the accuracy of his report.—ED., H. K. T.]

"AGINCOURT'S" CREW.

ARRIVES SAFELY IN HONGKONG.

Shipping—Steamers

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUR
GLASGOW and LIVERPOOL	"TYDEUS"	24th August,
GLASGOW and LIVERPOOL	"ANTENOR"	2d September,
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.
S.S. "TYDEUS"	left Singapore for this port on the 19th instant, and is due on the 24th.	

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP, "PELEUS"	30th August,	
LONDON, AMSTERDAM & ANTWERP, "GLAUCUS"	13th September,	
*GENOA, MARSEILLES & L'POOL "IDOMENEUS"	22nd September,	
LONDON, AMSTERDAM & ANTWERP "TYDEUS"	27th September.	

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"TAMING"	23rd August.

SWATOW, WEI-HAI-WEI, CHEFOO and TIENSIN	"KANSU"	26th "
SHANGHAI	"WOOSUNG"	29th "

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th September.
--	------------	-----------------

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd August, 1904.

Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 10th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th,
"NUMANTIA"	4,370		October 10th,
"NICOMEDIA"	4,370	Wagner	October 23rd,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

15] ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

HONGKONG-CANTON LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 2 P.M. and Sundays about 7.30 P.M.
FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF.—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING-ON & CO.

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unequalled. Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING at 7 P.M. and returning from Canton every following evening at 5 P.M.
1st Class....\$3.00 for Single Journey.
2nd.....1.50 " "
Meals.....too each.
The steamer's wharf is at the Western end of Wing Lok Street.

YUK-ON S.S. CO., LTD.

No. 216, Wing Lok Street.

Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

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STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN

"KWONG TUNG" 1,238 H. W. WALKER

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$2.

Meals.....(Each) 1.

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.

No. 8, Queen's Road West

Hongkong, 17th February, 1904.

[781]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1904.

About

"LOWTHER CASTLE" 22nd August.

"ATHOLL" 20th September.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 20th August, 1904.

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COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"

Captain Bourdon, will be despatched for the above Ports, on or about WEDNESDAY, the 24th August.

For Freight or Passage, apply to

GARDINE, MATHESON & CO.,

Agents.

Hongkong, 17th August, 1904.

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INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA."

Captain _____, will be despatched as above, on THURSDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 20th August, 1904.

[784]

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUP

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India, and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three	20.0
Six	37.50
Twelve	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6	10 "
12	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS

CARDS

EXPRESSES

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD.

H. M. T.

Intimations.



AN APPEAL.

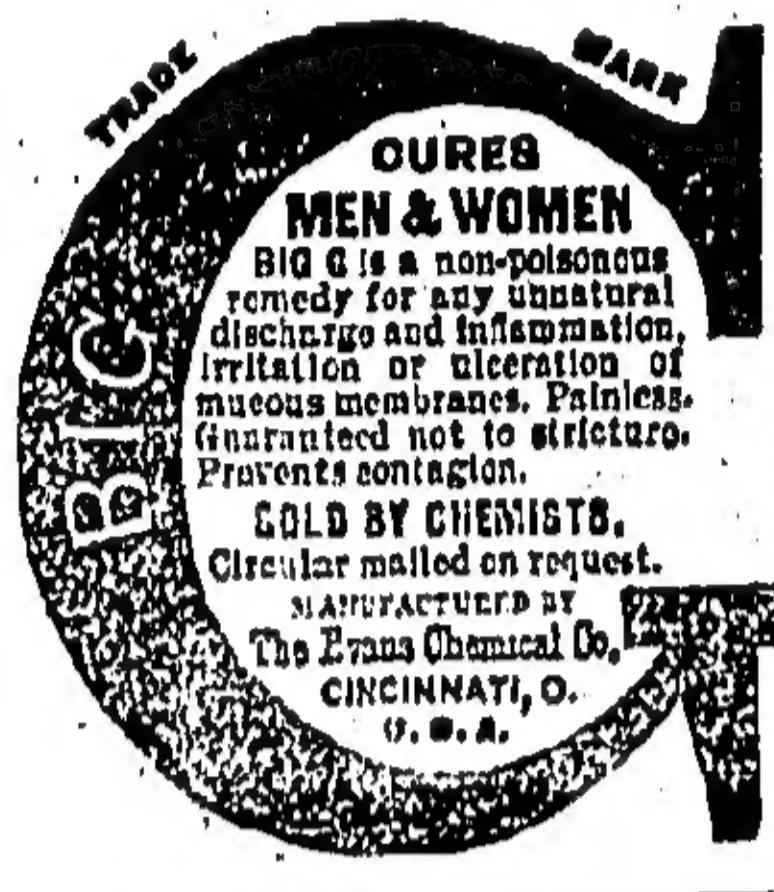
THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902.



Shipping.

Arrivals.

Elizabeth Rickmers, Ger. s.s., 998, G. Gotsche, 20th Aug.—Bangkok, 14th Rice.—M. & Co.
Tourang, Fr. s.s., 3,201, R. Girard, 21st Aug.—Yokohama, 12th Aug., and Shanghai 19th, Mails and Gen.—M. M.
Sirius, Br. cruiser, 3,600, C. H. H. Moore, 21st Aug.—from Singapore.
Haimun, Br. s.s., 636, E. S. Crowe, 21st Aug.—Swatow 20th Aug., Gen.—D. L. & Co.
Themis, Nor. s.s., 1,209, T. Thomassen, 21st Aug.—Kob and Moji 14th Aug., Gen.—B. & S.
Hailong, Br. s.s., 783, C. A. Mutton, 10th Aug.—Chuchuan Anchorage (Balans Id), 18th Aug., Salvage Gear.—D. L. & Co.
Gaelic, Br. s.s., 2,691, W. Flueck, E.N.R., 19th Aug.—San Francisco 16th July, Honolulu 23rd, Yokohama 9th Aug., Kobe 11th, Nagasaki 12th, and Shanghai 13th, Mails and Gen.—O. & O. S. S. Co.
Korat, Ger. s.s., 1,908, H. Hitonen, 16th Aug.—Singapore 26th July, and Bangkok 9th Aug., Gen.—M. & Co.
Kowloon, Ger. s.s., 1,450, H. Stehr, 21st Aug.—Chinkiang 19th Aug., Gen.—S. & Co.
Kohchang, Ger. s.s., 1,292, S. Simonsen, 21st Aug.—Bangkok 11th Aug., Rice, Wood and Gen.—B. & S.
Tyr, Nor. s.s., 1,408, D. L. Dalesen, 21st Aug.—Hongkong 19th Aug., Coal, S. & W., Co.
Loongyang, Br. s.s., 1,092, G. S. Weigall, 22nd Aug.—Manila 19th Aug., Gen.—J. M. & Co.
Shawmut, Am. s.s., 9,605, W. M. Smith, 22nd Aug.—Tacoma 18th Aug., Gen.—D. & Co., Ltd.
Formosa, Br. s.s., 2,915, B. W. Snow, 22nd Aug.—London 9th July, and Singapore 17th Aug., Gen.—P. & O. S. N. Co.
Pundua, Br. s.s., 2,126, F. P. Thomson, 22nd Aug.—Calcutta 29th July, and Singapore 17th Aug., Gen.—I. M. & Co.
Triton, Ger. s.s., 1,033, H. Kriest, 22nd Aug.—Swatow 21st Aug., Gen.—O. S. K.
Jowther Castle, Br. s.s., 2,061, Lightholler, 22nd Aug.—Amoy 20th Aug., Gen.—D. & Co., Ltd.
New Orleans, Am. cruiser, 3,447, Comdr. Harber, 21st Aug.—from Canton.
Kwongsang, Br. s.s., 1,427, Lake, 21st Aug.—Canton 20th Aug., Gen.—J. M. & Co.
Tyr, Nor. s.s., 1,408, D. L. Dalesen, 21st Aug.—Hongkong 19th Aug., Coal, S. & W., Co.
Loongyang, Br. s.s., 1,092, G. S. Weigall, 22nd Aug.—Manila 19th Aug., Gen.—J. M. & Co.
Shawmut, Am. s.s., 9,605, W. M. Smith, 22nd Aug.—Tacoma 18th Aug., Gen.—D. & Co., Ltd.
Formosa, Br. s.s., 2,915, B. W. Snow, 22nd Aug.—London 9th July, and Singapore 17th Aug., Gen.—P. & O. S. N. Co.
Pundua, Br. s.s., 2,126, F. P. Thomson, 22nd Aug.—Calcutta 29th July, and Singapore 17th Aug., Gen.—I. M. & Co.
Triton, Ger. s.s., 1,033, H. Kriest, 22nd Aug.—Swatow 21st Aug., Gen.—O. S. K.

Clearances at the Harbour Office.

Almara, for Tamsui.
Kungtung, for Canton.
Yingking, for Canton.
Taifu, for Kobe.
Kowloon, for Canton.
Shun Lee, for West River.
Tyr, for Canton.
Kwongtang, for Shanghai.
Woosung, for Canton.
Sas Uf, for West River.
Kwongtung, for Canton.
Anglo Australian, for Calcutta.
Lowther Castle, for Manila.
Hongkong, for West River.
Jialong, for Amoy.
Kaiti, for Toulon.
Hinjang for Nagasaki.

Departures.

Aug. 21.

Terrible, H.M.S. battleship, for Muts Bay.
Emma Luken, for Samarang.
Karin, for Chafan.
Foothing, for Saigon.
Australia, for Shanghai.
Aug. 22.

M. Struve, for Swatow.
Ranmoor, for Yokosha (Japan).
Taffy, for Kobe.
Jacob Diderichsen, for Holhov.
Osceola, for Kobe.
Namtsang, for Calcutta.
Kwongtang, for Shanghai.
Kwongtang, for Canton.
Tyr, for Canton.

Passengers arrived.

Per Amara, from Saigon—172 Chinese.
Per Hatman, from Swatow—Miss de Cruz, Mr. Win, and 88 Chinese.

Per Woosung, from Shanghai—Mrs. Meing, Miss Levi, Messrs. Pugh, Tak Lung, and 25 Chinese.

Per Pandua, from Calcutta, &c.—Mrs. Cunningham, Messrs. Davies, McLean, 331 Chinese, and 4 Japanese.

Per Formosa, from London for Hongkong—Messrs. Wall, Leckie and Griffiths. For Shanghai—Hon. Lieut. Short, and Gunner Martin.

Per Loonggang, from Manila—Mrs. E. De Putra, daughter and servant, Mr. and Mrs. C. Franklin, Messrs. M. Ribot, Eugenie Moren, A. Goldenberg, H. Lorens, H. Ball, G. Gurisidde, E. Bargi, and 77 Chinese.

Per Kwangtang, from Shanghai—111 Chinese.
Per Lightning, from Calcutta, &c.—Messrs. B. James, D. J. Ezra, and 50 Chinese.

Per Eastern, from Australian Ports for Hongkong—Dr. H. Blaney, Dr. W. Redmond, Messrs. Headworth, J. Hauron, Capt. de Rosa, Masters E. B. Gutierrez, A. R. Soares, Capt. and Mrs. W. J. Glasgow and child, Mr. and Mrs. J. H. Weir and son, W. Hemprick, H. E. Powell, A. A. Boughton, Mr. and Mrs. Wheeler, Jas. Smith, and 66 Chinese. In Transit—Mr. Dynon, Miss E. Walsh, Mr. D. Patrick, Mrs. Ashton, Mr. Levey, Dr. Dunlop Moore, Rev. and Mrs. Barnett and child, Mrs. Marshall and two children, and 7 Japanese.

Shipping Report.

Str. Triton from Swatow—Fine weather, light N.E. wind.

Str. Lowther Castle from Amoy—Fine weather, with N.E. wind.

Str. Longtang from Manila—Moderate E'ly breeze, fine clear weather.

Str. Haimun from Swatow—Fine weather throughout, light wind, smooth sea.

Str. Changsha from Manila—Light E'ly wind and smooth sea throughout, with occasional moderate rain.

Str. Tourane from Yokohama, etc.—Left Woosung on the 19th inst. at 2 p.m., fine weather although with light S. SW. breeze.

Str. Amara from Saigon—Light variable winds and fine weather to Cape Varella, thence to port strong N.E'ly winds and sea, fine weather.

Vessels in Port.

STRAMER.

Anglo-Australian, Br. s.s., 1,581, O. H. Lewis, 11th Aug.—New York via Singapore 11th June, Case Oil.—S. O. Co.

Atakn, Br. s.s., 2,393, J. Park, 18th Aug.—New York 25th June, Petroleum.—S. O. Co.

Changsha, Br. s.s., 2,300, T. Moore, 15th Aug.—Sydney via Ports 19th July, Gen.—B. & S.

Devawongse, Ger. s.s., 1,057, Ch. Kumpel, 10th Aug.—Bangkok 4th Aug., Rice.—B. & S.

Empress of India, Br. s.s., 3,032, G. P. Marshall, 16th Aug.—Vancouver 25th July, and Shanghai 13th Aug., Mails and Gen.—C. P. Co.

Fair, Ger. s.s., 1,209, T. Thomasen, 21st Aug.—Kob and Moji 14th Aug., Gen.—Yue Wu.

Haimun, Br. s.s., 636, E. S. Crowe, 21st Aug.—Swatow 20th Aug., Gen.—D. L. & Co.

Hailong, Br. s.s., 783, C. A. Mutton, 10th Aug.—Chuchuan Anchorage (Balans Id), 18th Aug., Salvage Gear.—D. L. & Co.

Gaelic, Br. s.s., 2,691, W. Flueck, E.N.R., 19th Aug.—San Francisco 16th July, Honolulu 23rd, Yokohama 9th Aug., Kobe 11th, Nagasaki 12th, and Shanghai 13th, Mails and Gen.—O. & O. S. S. Co.

Korat, Ger. s.s., 1,908, H. Hitonen, 16th Aug.—Singapore 26th July, and Bangkok 9th Aug., Gen.—M. & Co.

Kowloon, Ger. s.s., 1,450, H. Stehr, 21st Aug.—Chinkiang 19th Aug., Gen.—S. & Co.

Kohchang, Ger. s.s., 1,292, S. Simonsen, 21st Aug.—Bangkok 11th Aug., Rice, Wood and Gen.—B. & S.

Tyr, Nor. s.s., 1,408, D. L. Dalesen, 21st Aug.—Hongkong 19th Aug., Coal, S. & W., Co.

Loongyang, Br. s.s., 1,092, G. S. Weigall, 22nd Aug.—Manila 19th Aug., Gen.—J. M. & Co.

Shawmut, Am. s.s., 9,605, W. M. Smith, 22nd Aug.—Tacoma 18th Aug., Gen.—D. & Co., Ltd.

Formosa, Br. s.s., 2,915, B. W. Snow, 22nd Aug.—London 9th July, and Singapore 17th Aug., Gen.—P. & O. S. N. Co.

Pundua, Br. s.s., 2,126, F. P. Thomson, 22nd Aug.—Calcutta 29th July, and Singapore 17th Aug., Gen.—I. M. & Co.

Triton, Ger. s.s., 1,033, H. Kriest, 22nd Aug.—Swatow 21st Aug., Gen.—O. S. K.

Jowther Castle, Br. s.s., 2,061, Lightholler, 22nd Aug.—Amoy 20th Aug., Gen.—D. & Co., Ltd.

New Orleans, Am. cruiser, 3,447, Comdr. Harber, 21st Aug.—from Canton.

Kwongsang, Br. s.s., 1,427, Lake, 21st Aug.—Canton 20th Aug., Gen.—J. M. & Co.

Tyr, Nor. s.s., 1,408, D. L. Dalesen, 21st Aug.—Hongkong 19th Aug., Coal, S. & W., Co.

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at
1 P.M., the Company's Steamship
"TOURANE," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with
the Australian Line S.S. "Armand Béhic" bound
for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 22nd August, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

J.G. DE CHAMPEAUX,

Agent.

Hongkong, 20th August, 1904.

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**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship**"COROMANDEL,"**

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 27th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. "Moldavia," 9,500 tons, from Colombo,
Passenger accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed by the R.M.S. "Victoria," due in London on the 9th October.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th August, 1904.

[4]

NORTHERN PACIFIC LINE.**BOSTON STEAMSHIP COMPANY.****BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut	9,606	W. M. Smith	Auz. 31
Tremont	9,606	T. W. Garlick	Oct.
Shawmut	9,606	W. M. Smith	...
Tremont	9,606	T. W. Garlick	...
Lyra	4,417	G. V. Williams	...
Hyades	3,753	Geo. Wright	...

Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Tremont..... 9,606 T. W. Garlick, Sept. 10
Shawmut..... 9,606 W. M. Smith, ...

CHEAP FARES EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STewardess.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

M.W. DODWELL, & CO., LIMITED,

General Agents.

Queen's Building,
Hongkong, 22nd August, 1904.

Consignees.**Occidental and Oriental
Steamship Company.****NOTICE.****CONSIGNEES of CARGO per Steamship**

"GAELIC,"
are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining unclaimed after the 26th
instant will be subject to rent.

All Claims must be sent in to me on or
before the 29th instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 20th August, 1904.

**NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.****NOTICE TO CONSIGNEES.****THE Steamship****"GNEISENAU,"**

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception of
Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns of
the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 o'clock
this afternoon.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 23rd August, at
9.30 A.M.

All Claims must reach us before the 29th
of August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.**MELCHERS & CO.,**

Agents.

Hongkong, 16th August, 1904.

[3]

For Sale.**FOR SALE.****ONE ICE-MAKING MACHINE with
GAS ENGINE complete.**

For full Particulars, apply to

HUGHES & HOUGH,

8, Des Vœux Road.

Hongkong, 27th June, 1904.

[769]

FOR SALE.**INCANDE-
SCENT,
GASOLINE,
Lamps of all
descriptions
from the best
makers.**

Incandescent
Mantles,
Chimneys,
Globes,
Shades,
&c., for
Gasoline and
Gas Lamps
at the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 17th November, 1903.

[31]

NORTHERN PACIFIC LINE.**BOSTON STEAMSHIP COMPANY.****BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Tremont..... 9,606 T. W. Garlick, Sept. 10

Shawmut..... 9,606 W. M. Smith, ...

CHEAP FARES EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STewardess.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

M.W. DODWELL, & CO., LIMITED,

General Agents.

Queen's Building,
Hongkong, 22nd August, 1904.

[12]

Sanitas**Purifying Agent****Indispensable in Hot Countries.****Sanitas' Disinfecting Fluid**

is non-poisonous and non-staining, and for
general personal use is thoroughly effective
in the removal of dirt, filth, and disease, thereby
effectually preventing Cholera, Typhoid Fever, Dysentery, etc.

Sanitas' Disinfecting Powder

is the best air powder known, and a stronger
disinfecting powder than carbolic acid.

Bactericidal, disinfectant and deodorant.

Sanitas' Eucalyptus Soap

is specially recommended by the medical
professionals because of its disinfecting qualities and its fragrance.

Kingscott's Fumigating Candles

apply the safest and most convenient means
of surface fumigation. For infants, bedding, clothing, etc.,
and also for closets, pantries, and verandas.

Destroy all insects.

THE "SANITAS" CO. LTD.

ETHICAL GREEN,
LONDON, E.

Hongkong, 22nd August, 1904.

[12]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION.	CLOSING QUOTATIONS.
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